

Revisions to the Draft Seattle Transit Master Plan - 4.9.12

	Draft Plan	Proposed Adopted Plan
	Existing Language	Proposed Revision
	Challenges for Transit in Seattle (p. 1-5)	
1	“Serving Seattle’s Underrepresented Populations: The TMP is a framework for a transportation system where mobility and access is provided equally and affordably to all residents. A central theme of the plan is that access to high-quality transportation is a basic right. All people, regardless of income or ability, need transportation services that include good mobility, equal access to opportunities, and affordable cost. People should not need to own a car to access to services, jobs, and recreation. Even stakeholders with a primary interest in development of high-quality, high-frequency corridor transit service also noted the important social and human service aspects of transit that is delivered by providing good fixed-route coverage and paratransit service. Social equity considerations were fundamental in understanding Seattle’s transit needs and developing TMP recommendations”.	Incorporate this language into a new text box that will be added to TMP Chapter, <i>TRANSIT MASTER PLAN PRIORITY STRATEGIES</i> (p.v), and include an accompanying photo.
	Corridor 6 (p. 3-6)	
2	Corridor 6 is currently named Capitol Hill-Downtown.	1) Change to Central Area-First Hill-Downtown. 2) Clarify that detailed evaluation of right of way design by segment of the corridor would be required as a next phase of study.
	Strategy HCT 6.8 (p.3-8)	
3	“Conduct outreach to corridor neighborhoods to discuss the benefits and tradeoffs of BRT implementation and related potential service restructuring”.	Elevate to Strategy HCT 6.5 (same section).
	Strategy HCT 8.9 (p.3-8)	
4	“Conduct outreach to corridor neighborhoods to discuss corridor design options and tradeoffs”.	Elevate to Strategy HCT 8.3 (same section).
	Strategy HCT 11.13 (p.3-8)	
5	“Conduct outreach to corridor neighborhoods to discuss corridor design options and tradeoffs”.	Elevate to Strategy HCT 11.5 (same section).
	Figure 3-7 (p. 3-9)	
6	3 rd bullet under potential service restructuring: “Alternatively, Routes 2 and 12 could be consolidated on Madison while Route 11 serves the Broadway Link station on Pine/John.”	Remove bullet
	Figure 3-15 (p. 3-28)	
7	Center City Priority Bus Corridor map.	1) Clarify that map refers to speed and reliability improvements rather than to an operating plan for individual routes. 2) Add footnote/disclaimer to map: “Potential improvements and recommendations are conceptual in nature. Implementation of priority bus corridors would require more detailed evaluation/analysis of current conditions,

		coordination between SDOT and partner agencies, and community involvement.”
	Strategy CC 2.3 (p. 3-29)	
8	Implement strategic electric trolley wire projects to improve bus routing and reduce turning movements on 3 rd Avenue Transit Mall in downtown Seattle.”	Change to: “Implement strategic electric trolley wire projects to improve bus routing and reduce <u>the number of and/or impacts of</u> turning movements on 3 rd Avenue Transit Mall in downtown Seattle.”
	Seattle Transit Services Priorities (p. 4-2) – 3 rd bullet:	
9	“A third City service objective is to develop the local transit network to effectively feed and support the FTN and to take advantage of high capacity rail and bus services. Local service should not run in parallel to FTN routes for long distances, unless those services are part of route combinations that provide FTN service.”	Change to (add): “A third City service objective is to develop the local transit network to effectively feed and support the FTN and to take advantage of high capacity rail and bus services. Local service should not run in parallel to FTN routes for long distances, unless those services are part of route combinations that provide FTN service <u>and/or there are topographical or other barriers that impact access</u> ”
	Figure 4-1 (p. 4-2)	
10	Frequent Transit Network map.	Figure is missing Route 2 east of 23 rd Ave to Madrona Park at the lake. Should be yellow to indicate it is part of FTN.
	Reference to Appendix B: Frequent Transit Network Methodology	
11	Does not currently exist.	Add reference to Appendix B on page 4-2
	Reference to Appendix C: Community Shuttles	
12	Does not currently exist.	Add reference to Appendix C on page 4-13 (Local Transit Network)
	Strategy FTN 10 (p. 4-9)	
13	“Provide input to Metro on specifications for the new Electric Trolley Bus fleet and consider funding vehicle features that support FTN design and service levels.”	Change to (add): “Provide input to Metro on specifications for the new Electric Trolley Bus fleet and consider vehicle features that support FTN design and service levels <u>and enhance ride quality and passenger comfort.</u> ”
	Service Design Principles for the Frequent Transit Network	
14	“The TMP recommends these services do not use an SR 99 approach, but rather use a pathway on 4 th Avenue (some segments of 1 st may need to be used as well to allow bi-directional access to Spokane).”	Revise: “The TMP recommends that <u>strong consideration be given to routing</u> these services <u>to</u> not use an SR 99 approach, but rather <u>to</u> use a pathway on 4 th Avenue (some segments of 1 st may need to be used as well to allow bi-directional access to Spokane).”
	Strategy LTN 1 (p. 4-14)	
15	“Encourage Metro and other regional providers to deliver the following levels of service on well-utilized Local Transit Network corridors that connect effectively to the Frequent Transit Network: - 60 minutes frequency or better - 15 hour service span or longer - 7 day per week service”	Revise (add): “Encourage Metro and other regional providers to deliver <u>at minimum</u> the following levels of service on well-utilized Local Transit Network corridors that connect effectively to the Frequent Transit Network: - 60 minutes frequency or better - 15 hour service span or longer - 7 day per week service” <u>Where supported by demand, increased frequency should be provided at peak hours.</u> ”
	Priority Corridor Capital Investments: Building the Frequent Transit Network (p. 3-4)	
16	Add bullet.	Revise (add following “Support of Link Light Rail” bullet): “ <u>Eliminate or reduce impacts of traffic bottlenecks where they impact transit operation (i.e., constrained arterials entering downtown, bridge entries, and freeway ramp locations).</u> ”

	Strategy ToN2.1 (p. 5-3)	
17	First Bullet: "Create dense networks of streets and paths so that pedestrians and cyclists have multiple direct paths of travel."	Revise (add): "Create dense networks of streets, <u>stairways</u> , and paths so that pedestrians and cyclists have multiple direct paths of travel."
	Strategy MC1.5 (p. 5-14)	
18	"Locating layover facilities on intersecting streets should be prioritized in Mobility Corridors with limited rights-of-way."	Revise (add): "Locating layover facilities on intersecting streets should be prioritized in Mobility Corridors with limited rights-of-way, <u>while discouraging the addition of new layover stops adjacent to residences.</u> "
	Priority Strategies (p. V)	
19	"5. Improve Transit Legibility."	Revise (add): "Improve Transit Information and System Usability."
	Priority Strategies (p. V)	
20	New Bullet	Revise (add): "Expand efforts to provide electronic schedule information at bus stops."
	Transit Supports Sustainable, Healthy and Equitable Growth (p. 1-8)	
21	New sentence at end of 3 rd paragraph	Revise (add): "SDOT should work to increase the number of electrified transit routes."
	Transit Supportive Programs (p.2-3)	
22	Add text box	Revise (add text box): " Youth Access to Transit " Addressing opportunities to expand ORCA card distribution to student populations
	Strategy HCT 6.10 (p. 3-8)	
23	"Conduct traffic analysis of various right-of-way configurations in corridor, particularly at major intersections including Boren, Broadway, 12th and 23rd. Traffic analysis should consider various right-of way configurations and alternative lane configurations in downtown. Waterfront turn-around options will be studied through the Central Waterfront process."	Revise (add): "Conduct traffic analysis of various right-of-way configurations in corridor, particularly at major intersections including Boren, Broadway, 12th and 23rd. Traffic analysis should consider <u>emergency vehicle access needs</u> , various right-of way configurations and alternative lane configurations in downtown. Waterfront turn-around options will be studied through the Central Waterfront process."
	Strategy CI 7 (p. 6-6)	
24	"Foster a cooperative relationship with all regional transit agencies to better coordinate capital funding requests at the state and federal level."	Revise (add): "Foster a cooperative relationship with all <u>granting</u> and regional transit agencies to better coordinate capital funding requests, <u>particularly for transit electrification projects</u> , at the state and federal level."
	Reference to Appendix A: Seattle Transit Master Plan Briefing Book	
25	Does not currently exist.	Add reference to Appendix A on page 4-2

	Facility Design Guidelines (p. 5-6)	
26	<p>“Design guidelines provide the values and strategic vision for mul-timodal investment in transit environments. As Seattle’s transit network develops and matures, transit facilities must represent the needs of all transit users. Whether it is a transfer to another mode or route, or a last-mile connection on foot or by bicycle, transit facilities must ensure these movements are clear, tactile, and secure. The following sections highlight the key elements of transit facility design.”</p>	<p>Revise (add): “Design guidelines provide the values and strategic vision for multimodal investment in transit environments. As Seattle’s transit network develops and matures, transit facilities must represent the needs of all transit users. Whether it is a transfer to another mode or route, or a last-mile connection on foot or by bicycle, transit facilities must ensure these movements are clear, tactile, secure, <u>and provide weather protection</u>. The following sections highlight the key elements of transit facility design.”</p>